

<b>USH 41: CTH M TO IH 43 (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY SOUTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH				
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	200	0.0	1500	200	0	0.44	0	66.0	54.0	44.7	
1-2 AM	100	0.0	1500	100	0	0.43	0	66.2	54.4	45.1	
2-3 AM	106	0.0	1500	106	0	0.43	0	66.2	54.4	45.1	
3-4 AM	92	0.0	1500	92	0	0.43	0	66.2	54.4	45.1	
4-5 AM	141	0.0	1500	141	0	0.44	0	66.1	54.3	44.9	
5-6 AM	291	0.0	1500	291	0	0.45	0	65.8	53.8	44.3	
6-7 AM	336	0.0	1500	336	0	0.46	0	65.8	53.6	44.2	
7-8 AM	494	0.0	1500	494	0	0.47	0	65.5	53.1	43.5	
8-9 AM	899	0.0	1500	899	0	0.51	0	64.7	51.8	42.0	
9-10 AM	1518	0.0	1499	1518	0	1.50	19	63.5	36.9	32.2	
10-11 AM	2025	0.0	1500	1878	147	10.50+	283	62.6	11.7	30.8	
11AM-NOON	2636	0.0	1500	1481	1155	16.75+	429	59.5	8.9	30.8	
NOON-1PM	2892	0.0	1499	1497	1395	16.79+	434	56.9	8.9	30.8	
1-2 PM	2790	0.0	1500	1497	1293	16.74+	431	57.9	8.9	30.8	
2-3 PM	2754	0.0	1499	1499	1255	16.72+	430	58.3	8.9	30.8	
3-4 PM	2788	0.0	1499	1500	1287	16.74+	431	57.9	8.9	30.8	
4-5 PM	2588	0.0	1500	1498	1090	16.68+	426	60.0	8.9	30.8	
5-6 PM	2398	0.0	1500	1500	899	16.74+	426	61.9	8.9	30.8	
6-7 PM	1884	0.0	1500	1499	384	16.74+	424	62.8	9.0	30.8	
7-8 PM	1504	0.0	1500	1452	52	16.36+	413	63.6	9.1	30.8	
8-9 PM	1092	0.0	1499	1092	0	6.03	202	64.3	17.3	35.3	
9-10 PM	673	0.0	1500	673	0	0.49	0	65.1	52.5	42.8	
10-11 PM	404	0.0	1500	404	0	0.46	0	65.6	53.3	43.9	
11PM-MID	179	0.0	1500	179	0	0.44	0	66.1	54.2	44.8	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0108
MAIN ROUTE WITH WORKS	0.0062
'DIVERSION'	0.0073
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$114,177
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

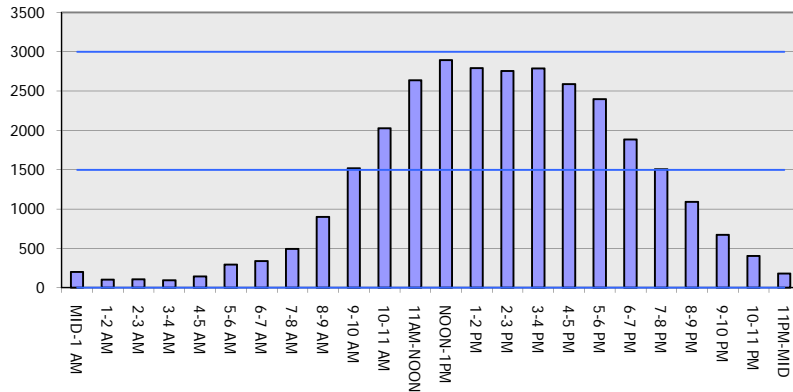
**AUGUST**

Analyzed for 2009  
Construction Season

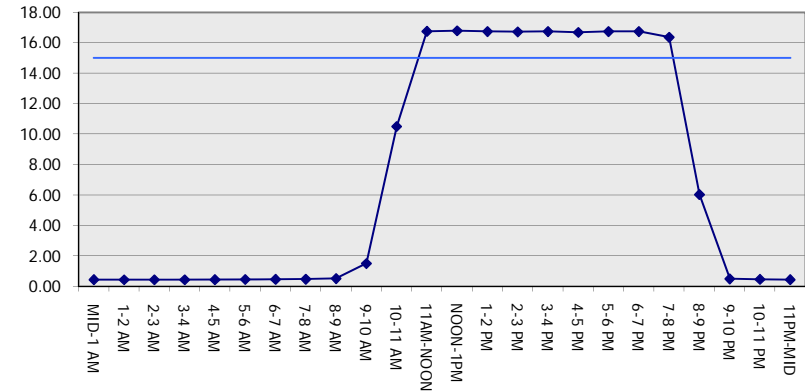
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

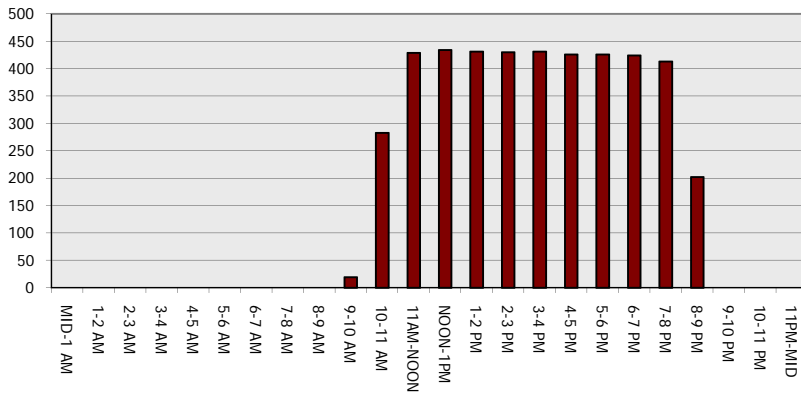
**Main Route - Traffic Demand (Vehicles Per Hour)**



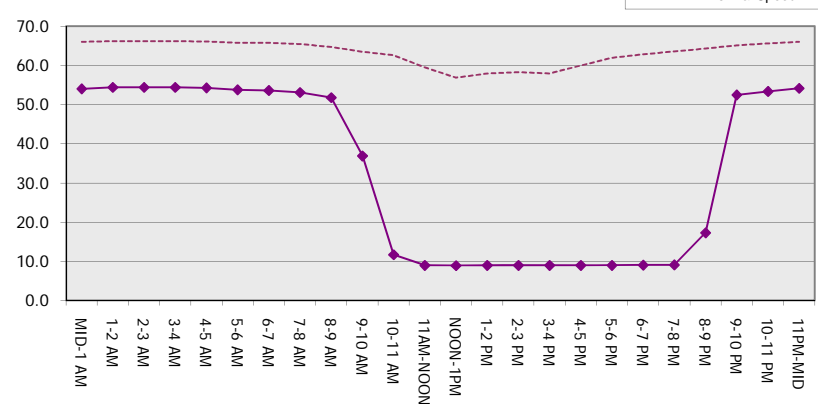
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY NORTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	289	0.0	1500	289	0	0.45	0	65.8	53.8	44.3
1-2 AM	174	0.0	1500	174	0	0.44	0	66.1	54.2	44.8
2-3 AM	140	0.0	1500	140	0	0.44	0	66.1	54.3	44.9
3-4 AM	91	0.0	1500	91	0	0.43	0	66.2	54.4	45.1
4-5 AM	76	0.0	1500	76	0	0.43	0	66.3	54.5	45.2
5-6 AM	129	0.0	1500	129	0	0.43	0	66.1	54.3	45.0
6-7 AM	285	0.0	1500	285	0	0.45	0	65.8	53.8	44.3
7-8 AM	358	0.0	1500	358	0	0.46	0	65.7	53.5	44.0
8-9 AM	526	0.0	1500	526	0	0.47	0	65.4	53.0	43.4
9-10 AM	836	0.0	1500	836	0	0.50	0	64.8	52.0	42.3
10-11 AM	1223	0.0	1499	1223	0	0.66	0	64.1	48.5	37.9
11AM-NOON	1496	0.0	1499	1496	0	1.18	5	63.6	40.6	31.3
NOON-1PM	1603	0.0	1500	1603	0	3.40	68	63.4	24.1	30.8
1-2 PM	1642	0.0	1500	1642	0	8.09	195	63.3	13.2	30.8
2-3 PM	1616	0.0	1499	1616	0	12.98	324	63.4	10.1	30.8
3-4 PM	1648	0.0	1499	1544	104	16.52+	418	63.3	9.1	30.8
4-5 PM	1559	0.0	1500	1500	59	16.74+	423	63.5	9.0	30.8
5-6 PM	1429	0.0	1499	1429	0	15.87+	400	63.7	9.2	30.8
6-7 PM	1236	0.0	1499	1236	0	9.23	238	64.1	12.5	32.0
7-8 PM	947	0.0	1500	947	0	0.71	8	64.6	48.0	41.8
8-9 PM	749	0.0	1500	749	0	0.49	0	65.0	52.2	42.6
9-10 PM	506	0.0	1500	506	0	0.47	0	65.5	53.0	43.5
10-11 PM	379	0.0	1500	379	0	0.46	0	65.7	53.5	44.0
11PM-MID	250	0.0	1500	250	0	0.45	0	65.9	53.9	44.5

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0067
MAIN ROUTE WITH WORKS	0.0054
'DIVERSION'	0.0001

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$37,518
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY NORTHBOUND DIRECTION**

